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Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman

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Gray Davis
Governor

October 23, 2002

Dear Interested Party:

In June 2002, we conducted public workshops in El Monte and Sacramento on proposed changes to our on-road motor vehicle emissions model. In the workshop notice and at the workshops, we indicated that any proposed changes would be incorporated into the model following the public comments received on the proposed changes. We considered the public comments, incorporated many of them into the model, and are now releasing EMFAC2002. We appreciate all of the input provided, which helped advance the science underlying this model.

To support the release of EMFAC2002, we are conducting two informational sessions. These informational sessions will be held in Sacramento on November 6 and El Monte on November 7. We have attached a notice that provides additional information on the sessions.

EMFAC2002 retains the ability to estimate past and future (1970–2040) contributions of the on-road fleet to the State's overall emissions inventory for each county, basin, and air district in California. The model incorporates estimates of the impacts of newly adopted standards, and the results of various analyses on motor vehicle emissions that were completed after EMFAC2001 version 2.08 was made available. EMFAC2002 also includes a powerful scenario generation tool that allows users to modify several basic assumptions and assess their impacts on inventory estimates without having to modify the model's computer coding.

With the exception of oxides of nitrogen (NO_x), the modifications made to the inventory suggest a lower estimate of the contribution of on-road mobile sources. Compared to EMFAC2001 version 2.08, the inventory as estimated by EMFAC2002 is 78 tons per day lower for reactive organic gases (ROG), 560 tons per day lower for carbon monoxide (CO), and 6 tons per day lower for particulate matter ten microns in diameter or smaller (PM₁₀), statewide in the year 2010 under summer conditions. Inventory estimates for NO_x show an increase of 78 tons per day.

A summary document that outlines the modifications made to EMFAC2002, the executable model, and technical memoranda providing in-depth details of each change to the model can be obtained either by contacting us directly or visiting our website at (<http://www.arb.ca.gov/msei/msei.htm>).

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

Interested Party
October 23, 2002
Page 2

EMFAC2002 is being used immediately in development of a number of State Implementation Plans (SIPs) in California, including the associated motor vehicle emission budgets. The new model incorporates the latest data available on the emissions characteristics of California's vehicle fleet, and reflects vehicle activity information provided by regional transportation planning agencies and the California Department of Motor Vehicles. As part of each new SIP, transportation agencies may choose to further update the travel activity projections, in consultation with their air quality partners.

To expedite federal approval of EMFAC2002 emission factors for use in air quality and transportation planning, we will transmit the EMFAC2002 model to the U.S. Environmental Protection Agency (U.S. EPA) in the next month. We anticipate prompt U.S. EPA action on EMFAC2002 to facilitate adequacy findings on motor vehicle emission budgets in early 2003.

We are confident that EMFAC2002 will prove to be a useful tool in expanding the understanding of the factors that impact the State's air quality and the benefits associated with our collective efforts to reduce emissions from motor vehicles.

If you have questions, please call me at (916) 322-5350, or Mr. Mark Carlock at (626) 575-6608.

Sincerely,

Robert D. Fletcher, Chief
Planning and Technical Support Division

Attachment

cc: Mr. Mark Carlock, Chief
Mobile Source Analysis Branch
Air Resources Board